



Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San José, California 95110-1795

HOUSING OPPORTUNITIES STUDY PHASE III GENERAL PLAN REPORT

2004 Fall Hearing

Hearing Date/Agenda Number:
P.C. November 17, 2004 Item: 7.c

File Number:
GP03-06-01 (HOS III)

Council District and SNI Area:
District 6 – SNI: N/A

Major Thoroughfares Map Number:
99

Assessor's Parcel Number(s):
455-31-041, -037, -036, -033, -054

Project Manager: Ying Smith

PROJECT DESCRIPTION:

General Plan amendment request to change the Light Industrial with Mixed Industrial Overlay to High Density Residential (25 -50 dwelling units per acre) designation on an approximately 7.05-acre site. This amendment is one of the Housing Opportunities Phase III (HOS III) amendments.

LOCATION: An area generally bounded by Highway 87 to the east, Curtner Avenue to the south, and Canoas Gardens Avenue to the west (2220, 2240, 2260, and 2270 Canoas Garden Avenue).

ACREAGE: 7.05

APPLICANT/OWNER:

Staff/Various (Canoas Garden Assoc., Josephine Buchser, Robert & Marilyn Roth, Ronald & Jeanne Piazza)

GENERAL PLAN LAND USE / TRANSPORTATION DIAGRAM DESIGNATION:

Existing Designation: Light Industrial with Mixed Industrial Overlay

Proposed Designation: High Density Residential (25 – 50 DU/AC)

EXISTING ZONING DISTRICT(S): LI – Light Industrial and IP (PD) – Industrial Park (Planned Development)

SURROUNDING LAND USES AND GENERAL PLAN DESIGNATION(S):

North: Various residential uses; Recreational Vehicle Park; Light Industrial — High Density Residential (25 - 50 DU/AC)

South: Various commercial uses; Curtner Gardens Single Room Occupancy residential; Cathedral of Faith religious assembly); VTA Park-and-Ride; Curtner Light Rail Station — General Commercial, Public/Quasi-Public, Neighborhood/Community Commercial

East: Highway 87; Communications Hill Planned Community — Light Industrial and Heavy Industrial

West: U-Haul Rental; Conklin Bros. Floor Covering; Various residential uses — Light Industrial and Medium Density Residential (8-16 DU/AC)

ENVIRONMENTAL REVIEW STATUS:

The Housing Opportunities Study Phase III EIR is pending certification on November 17, 2004.

PLANNING STAFF RECOMMENDATION:

High Density Residential (25 – 50 DU/AC)

Approved by:

Date:

PLANNING COMMISSION RECOMMENDATION:

CITY COUNCIL ACTION:

CITY DEPARTMENT AND PUBLIC AGENCY COMMENTS RECEIVED:

- Parks, Recreation and Neighborhood Services Department (PRNS) – Roy Avenue tot lot is the only neighborhood park within 0.75 mile of the site. Lincoln Glen and River Glen Parks are within 1.0 mile. The site immediately to the north has an approved General Plan amendment (GP02-06-02b) for high-density housing and a floating park site. PRNS recommends either collecting fees from future residential projects to supplement development of a park on the adjacent site to the north, or requesting a land dedication to expand the planned floating park.
- Parks Commission – The Commission concurs with the PRNS assessment above and recommends the collection of in-lieu fees to supplement development of a park on the GP02-06-02b site, or request land dedication to expand the planned park on that site onto the subject General Plan amendment site.
- Fire Department – The project should comply with comments from the Building/Fire Departments at the plan review stage.
- Department of Transportation (DOT) – Significant traffic impacts will result due to increased traffic volumes.
- Department of Public Works (DPW) – The site is located in the 100-year flooding zone (AH-EL 128) and a liquefaction zone.

GENERAL CORRESPONDENCE:

1. At the Housing Opportunities Study Phase III EIR scoping meeting held January 21, 2004, general concerns were raised regarding the need for more public outreach, the potential loss of small businesses and jobs from conversion of employment lands to housing, potential nuisances and inadequate open space to serve new residents, increased traffic, and over-reliance on public transit. Written correspondence on these issues from members of the public was also sent to Planning staff.
2. At the Housing Opportunities Study Phase III Community Organizations Roundtable held March 30, 2004, the following comments were raised by those in attendance:
 - Lack of open space and/or parkland in District 6;
 - Need for more public outreach and education regarding City of San Jose Planning methods and processes;
 - Analyze transportation alternatives such as bus ridership, pedestrian access and bike lanes and trails;
 - Improve implementation of smart growth concepts at development stage;
 - Potential for “instant slums” being created by high-density residential development;
 - The likeliness that BART will get funding and be extended to San Jose;
 - Loss of jobs and neighborhood-based services currently available in Midtown area should area be developed as housing;
 - Possibility of reusing older warehouses in Midtown area; and
 - Need for more street trees and urban habitats.

Questions relating to the above-mentioned issues were answered during the meeting and in the EIR.

3. As a result of internal discussions with City of San Jose Planning staff and OED staff, four of the six proposed General Plan amendments (GP03-06-03, GP03-06-04, GP03-06-05, and GP03-06-06) in the Midtown area (District 6) were withdrawn during the Draft EIR comment period.
4. Site-specific comments are as follows:
 - A member of the public had concerns about the increased traffic to Highway 87 and the design and density of the residential development. He questioned how many of the future residents will take the light rail. He also had concerns regarding the design of high-density housing.
 - A member of the public believed that the issues are different from the ones when HOS was first started. He thinks staff is rushing to conclusions.
 - There was a suggestion of proposing mobile homes on the subject site.

These questions and comments were addressed at the community meetings, and staff responses are summarized in the Public Outreach section of this staff report.

ANALYSIS AND RECOMMENDATIONS:

RECOMMENDATION

Staff recommends the General Plan Land Use/Transportation Diagram designation for the subject site be changed from Light Industrial with Mixed Industrial Overlay to High Density Residential (25 - 50 DU/AC) for the following reasons:

1. *Proximity to an existing Light Rail Transit (LRT) station.* The City considers sites within approximately 2000 feet of an existing or planned LRT station as generally suitable for higher residential densities, for more intensive non-residential uses, and for mixed uses. The subject site is located within 2,000 feet of an existing light rail station.
2. *Consistency with General Plan Major Strategies, goals, and policies.* The proposed General Plan amendment is consistent with several of the City's Major Strategies and policies, including the Growth Management Major Strategy, the Housing Major Strategy, the Sustainable City Major Strategy, Balanced Community Policy #2, and Residential Land Use Policy #3. The proposed General Plan amendment has the potential to: a) increase the housing supply; b) serve as a catalyst for neighborhood revitalization; c) maximize the efficient use of existing infrastructure and transit facilities; and d) reduce pressure for growth outside the Greenline/Urban Growth Boundary.

PROJECT DESCRIPTION

This is a staff-initiated General Plan amendment request to change the General Plan Land Use/Transportation Diagram designation from Light Industrial with Mixed Industrial Overlay to High Density Residential (25 - 50 dwelling units per acre) on an approximately 7.05-acre site. The existing Light Industrial with Mixed Industrial Overlay land use designation is typified by warehousing, wholesaling, and light manufacturing. Uses with unmitigated hazardous or

nuisance effects are excluded. The proposed amendment would potentially allow a range of approximately 175 to 350 residential units at this location.

The High Density Residential (25-50 DU/AC) designation is typified by three- to four-story apartments or condominiums over parking. This density is planned primarily near the Downtown Core Area, near commercial centers with ready access to freeways or expressways and in the vicinity of the rail stations within the Transit-Oriented Development Corridor's Special Strategy Area. Sites within reasonable walking distance of a passenger rail station (e.g., 2,000 feet) may be appropriate for vertical commercial/residential mixed-use development under a Planned Development zoning. The commercial component should be well integrated and well designed in the context of the overall development, with the commercial uses serving the surrounding neighborhood and rail passengers.

BACKGROUND

This General Plan amendment is a result of the Housing Opportunities Study Phase III (HOS III). In January 2000, the City Council directed Planning staff to conduct the Housing Opportunities Study (HOS). The HOS is modeled on the successful Housing Initiative Study that was completed for the Guadalupe Light Rail Transit Corridor in April 1991. The HOS is a proactive approach to facilitate increased housing production, support transit with appropriate development intensities, and further the City's longstanding policy of infill development. The HOS seeks to identify specific vacant or underutilized parcels, particularly within or near Transit-Oriented Development (TOD) Corridors that would be suitable for higher density or mixed-use development. These TOD Corridors include the Guadalupe, Stevens Creek Boulevard/West San Carlos Street, Santa Clara Street/Alum Rock Avenue, Winchester Boulevard, Capitol Avenue/Expressway, and the Vasona Light Rail line.

The HOS has three phases, with each phase evaluating different TOD Corridors. The first phase, which focused on the Capitol Avenue/Expressway TOD Corridor, was completed in 2001. Phase II focused on the Stevens Creek Boulevard/West San Carlos Street and Santa Clara Street/Alum Rock Avenue TOD Corridors. Phase III is focused on underutilized lands near existing LRT stations and future BART Station locations throughout San Jose. This General Plan amendment is one of the proposed amendments in Phase III.

Site and Surrounding Uses

The subject site is currently occupied by a mini-storage facility, a woodworking business, offices, and a single-family home. The northerly boundary of the site is adjacent to a women's shelter. The site is adjacent to and west of State Route 87 and is approximately 750 feet east of Almaden Expressway. The southerly boundary of the site is slightly north of Curtner Avenue and is developed with a fast food restaurant and a shopping center. The VTA Park-and-Ride lot — which is also under consideration for a General Plan amendment (GP03-06-02) — is located on the corner of the easterly side of Canoas Gardens Avenue and the southerly side of Curtner Avenue. The Curtner LRT Station is located to the southeast of the site at the intersection of Curtner Avenue and Canoas Garden and is within walking distance of the site via Canoas Garden Avenue.

Other uses surrounding the site include: a floor covering store and an equipment rental yard, directly across Canoas Garden Avenue to the southwest; the Curtner Gardens Single Room Occupancy residential development to the southwest of the site, on the corner of the westerly side of Canoas Gardens Avenue and the northerly side of Curtner Avenue; and the Cathedral of Faith, on the corner of the westerly side of Canoas Gardens Avenue and the southerly side of Curtner Avenue. Various residential developments ranging in density from approximately 8 DU/AC to over 50 DU/AC are located within close proximity of the site. The Communications Hill Planned Community lies to the east of the site on the other side of State Route 87.

The surrounding General Plan land use designations include High Density Residential (25 - 50 DU/AC) to the north, Neighborhood/Community Commercial to the south, and Light Industrial to the west.





ANALYSIS

Evaluation of Industrial Land Conversions

With the downturn in the economy, there are many vacant or underutilized industrial sites in San Jose. Staff has received approximately twenty-five General Plan amendments in the past year proposing the conversion of approximately 800 acres of industrial land to residential or commercial uses. As a result, staff has identified key issues that need to be evaluated for each conversion proposal. The criteria assess a range of factors including:

- Consistency with the *San Jose 2020 General Plan* Major Strategies, Goals, and Policies.
- The contribution to San Jose's economy of the applicable subarea.
- Proximity to compatible and incompatible land uses.
- Proximity to neighborhood services and transit.
- Potential for inducement of additional conversions.

A discussion of each of these factors is included below.

Consistency with the *San Jose 2020 General Plan* Major Strategies, Goals, and Policies

The Major Strategies and Goals and Policies of the *San Jose 2020 General Plan* support infill residential development in appropriate areas of the City and encourage sustainable practices, such as orienting residential development near transit facilities and existing commercial uses. This approach helps to increase the availability of transit and the implementation of bicycle and pedestrian connections.

Major Strategies

The San Jose 2020 General Plan has seven Major Strategies that identify the principal objectives of the Plan. Of those seven, this amendment directly relates to three Major Strategies: (1) Growth Management; (2) Housing; and (3) Sustainable City.

The proposed amendment is supportive of the Growth Management Major Strategy that seeks to find the balance between the need to house new population and the need to balance the City's budget, while providing acceptable levels of service. The amendment site is located within an area where urban facilities and services are already available; infill development on this site supports the intent of the Growth Management Major Strategy.

The proposed amendment is also supportive of the Housing Major Strategy that seeks to maximize the housing opportunities on infill parcels already served by municipal services. A change in the land use designation to High Density Residential (25-50 DU/AC) would provide the opportunity for a variety of housing types as well as vertical commercial/residential mixed-use development under a Planned Development zoning. Although this designation is typified by three- to four-story apartments or condominiums over parking, a mix of different housing product types is possible, yielding a range of approximately 175 to

350 dwelling units. Commercial uses would be of a type serving the surrounding neighborhood and rail passengers.

The Sustainable City Major Strategy seeks to reduce traffic congestion, pollution, wastefulness, and environmental degradation of our living environment. The amendment site is located within close proximity to existing bus and light rail transit. Locating development in already urbanized areas and around transit contributes to sustainability by shortening trip lengths and providing for the availability of different modes of transportation such as public transit, biking, and walking. This in turn helps to conserve energy and improve air quality.

Goals and Policies

The proposed land use change on the subject site is consistent with the General Plan's Goals and Policies. Of particular importance is consistency with the following goals and policies:

The proposed General Plan Amendment is consistent with the following *San Jose 2020 General Plan* Goals and Policies:

1. *Balanced Community Policy #2* supports the integration of housing with transportation systems. The proposed amendment is consistent with this policy in that the future development under the proposed land use designation would provide and increase the amount of residential densities and housing types in this area and facilitate the development of higher density residential projects within the vicinity of passenger rail lines and other major transportation facilities.
2. *Residential Land Use Policy #3*. Residential Land Use Policy #3 states that locations near LRT stations and along transit routes are preferable for higher density housing. The intensification of areas near access to transit allows for higher density housing in appropriate urban locations, where city services and facilities are located, resulting in reduced sprawl and efficient use of resources. Higher residential densities should be distributed throughout the community. Locations near commercial and financial centers, employment centers, rail transit stations, and along bus transit routes are preferable for higher density housing. As stated previously, the project site is located within walking distance of the Curtner LRT Station and bus transit.

The proposed designation of High Density Residential (25-50 DU/AC) is appropriate for this location in that this density is planned primarily for sites near the Downtown Core Area, near commercial centers with ready access to freeways or expressways and in the vicinity of rail stations.

Consistency with the “Framework to Evaluate Proposed Conversions of Employment Lands to Other Uses” (Framework)

Light Industrial operations are an essential component of the City’s economic base, and provide employment opportunities for residents in the City. The task of balancing housing demand with the need to maintain a supply of industrial land to support economic development is difficult. Staff has actively pursued preservation measures such as the removal of the Mixed Industrial Overlay on over 600 acres, primarily in the North San Jose and Monterey Corridor, as a mechanism to preserve industrial lands for strictly industrial uses. Over the past 20 years, the City’s supply of industrial lands has decreased by approximately 30% through General Plan amendments.

A recent surge in conversion proposals prompted the City, in 2003, to hire a consultant team to analyze the potential fiscal impacts of large-scale conversions in a broader context, without evaluating individual pending amendment applications. The work of the consultant team would also prove useful to the Economic Development Strategy, which was being prepared concurrently.

In April 2004, the City Council reviewed the consultant team report entitled “Towards the Future: Jobs, Land Use, and Fiscal Issues in San Jose’s Key Employment Areas, 2000-2020,” as well as the “Economic Development Strategy,” prepared in 2003, and used the findings of these reports to establish the “Framework to Evaluate Proposed Conversions of Employment Lands to Other Uses” (Framework). The Framework was prepared as a guideline to evaluate proposed conversions of employment lands to other uses. The intent of the Framework is to create more certainty and predictability in the review of employment land conversion proposals while retaining flexibility to respond to changing conditions, information, and policy considerations.

The subject site is less than ¼ mile from the Monterey Corridor 1 subarea, which the Framework generally indicates should be preserved for Driving and Business Support industries, with conversion considered only in limited circumstances noted below. The Monterey Corridor 1 subarea supports approximately 3,700 jobs, 80% of which belong to the Business Support industries. The largest employers in this subarea are Building/Construction/Real Estate (20% of employment), Retail/Consumer services (16%), Industrial Supplies and Services (15%), and Transportation/Distribution (14%).

In this subarea, according to the Framework, potential conversions should be considered for approval where conversions of industrial lands may:

1. Complete a transition to existing neighborhoods within or adjacent to the subarea, or
2. Buffer and provide uniformity to existing neighborhoods within or adjacent to the subarea,
or
3. Further the City’s smart growth policies, or

4. Aid in revitalizing declining neighborhoods within or adjacent to the subarea. Although the subject site is not located in a “subarea” identified in the Framework, due to the site’s proximity to the Monterey Corridor 1 subarea, the Framework’s subarea criteria are still applicable. The proposed amendment would address the fourth factor listed above in that the amendment would further the City’s smart growth policies by providing the opportunity for high density housing or mixed-use on an infill site that is within walking distance of an existing LRT station.

The Framework’s overall criteria for evaluation of proposed conversion to residential or mixed residential/commercial uses are as follows:

A. Economic contribution of the Subarea: What is the economic contribution of the subarea to the San Jose and Silicon Valley economy and job base? How would this economic contribution be enhanced or reduced by the proposed conversion?

The area bounded by Evans Lane, Curtner Avenue, and State Route 87 in which the site is situated is typified by low intensity industrial and commercial uses, and this area is in transition from an industrial to residential neighborhood. Much of the area between Evans Lane and Highway 87 is either already occupied by or planned for residential uses. The approved General Plan amendment (GP02-06-02b) that removed the pocket of industrial land at the north end of Evans Lane illustrates this trend. The proposed General Plan amendment could potentially eliminate approximately 300 jobs. Consequently, the economic contribution of this area could be reduced by the proposed conversion. However, the industrial nature of the area has already been compromised by previous conversions, and State Route 87 appears to function as a dividing line between the employment land in the Monterey Corridor 1 subarea and the area in which the subject site is located.

B. Consistency with City Policies and Strategies: How do the proposed conversion and specific proposed use(s) and intensities advance the City’s policies and strategies as contained in the General Plan, Specific Plans, and other strategic documents?

As discussed previously in this staff report, the proposed conversion directly advances three of the seven Major Strategies in the General Plan as well as several General Plan goals and policies.

C. Proximity to existing neighborhoods and areas in transition: How would the new residential/mixed use knit with adjacent existing or planned residential and/or retail uses, and/or fill-in gaps in areas already partially converted or transitioning to residential use? Does the proposed conversion eliminate small islands or peninsulas of industrially designated/zoned land that would be suitable for conversion to residential to make them consistent with surrounding uses?

As stated above, the area bounded by Evans Lane, Curtner Avenue and Highway 87 is continuing to transition from an industrial to residential neighborhood. In 2002, a General Plan amendment (GP02-06-02b) changed the land use designation from Light Industrial with Mixed Industrial Overlay to Transit Corridor Residential (20+ DU/AC) for the property to the north of the subject site. The subject site is also surrounded by a mix of uses that include residential,

commercial, and light industrial. High-density residential uses on the subject site would be compatible with uses on the adjacent and neighboring properties. There are neighborhood commercial uses on the southeast corner of Curtner Avenue and Almaden Expressway. Future residents would benefit from the existing commercial uses in the project vicinity. If redevelopment occurs on the subject site, it should be compatible with the adjacent neighborhood character.

D. Proximity to incompatible employment uses (e.g., manufacturing, recycling, etc.):
Where are the nearest incompatible industrial areas which might generate impacts due to hours of operation, deliveries, noise, odors, hazardous materials, etc.? How might the new residential use put pressure on the existing industrial uses to modify their operations?

The closest heavy industrial uses are located within the Monterey Corridor 1 subarea, to the east of Highway 87. The subject site is less than ¼ mile from the eastern border of the subarea. However, Highway 87 functions as the subarea boundary, so it is not anticipated that the heavy industrial uses in the Monterey Corridor 1 subarea would create negative impacts on the future residential use on the subject site.

E. Potential inducement of additional conversions to residential use? **How might the proposed residential use induce or pressure adjacent or nearby properties to convert to residential use?**

The only remaining industrial and commercial lands within the immediate project vicinity area are located to the west of the subject site (an area north of Curtner Avenue between Canoas Garden Avenue and Almaden Expressway). The proposed General Plan amendment could potentially put pressure on the light industrial and commercial uses in that area to convert to residential use.

The proposed change from an industrial to residential land use designation should not be an indication for change in the Monterey Corridor 1 industrial subarea. Highway 87 and the Union Pacific railroad lines will function as boundaries between the Monterey 1 industrial subarea and the residential uses to the west.

F. Proximity to transit service: **Is the proposed housing site within 3000 feet of a planned BART Station or 2000 feet of an existing, funded or planned Light Rail Station?**

The subject site is within 2000 feet of the existing VTA Light Rail Curtner Station. It is within a comfortable walking distance for most people.

G. Proximity to compatible employment uses (e.g., office/R&D): **Where are the nearest existing or planned employment areas with compatible land use characteristics, thereby creating potential alternate commute (walk/bike to work) opportunities?**

The Monterey Corridor 1 subarea is within walking distance. The subject site is approximately 4 miles from downtown San Jose. There are bike lanes on Curtner Avenue and 7th Street that

connect the subject site with San Jose State University and other downtown employment locations.

H. Availability of neighborhood services, and residential and commercial mixed use drivers: Where are the nearest existing and/or planned neighborhood serving retail, parks, libraries, schools, open space/trails, etc.? How would the proposed conversion potentially enhance city services (e.g., by creating or improving neighborhood parks)? How would the proposed residential conversion potentially strengthen neighborhood and general commercial uses in the area by adding resident population? Does the proposed conversion involve a mixed residential and commercial development on the site?

The subject site borders an existing residential neighborhood. Open space/trails and parks (Roy Avenue tot lot, Lincoln Glen and River Glen Parks) are within 1 mile. A library (Willow Glen) is within 2.0 miles, and public schools are already in place to serve the project area.

The subject site is located within the San Jose Unified School District. The District's elementary school system is a neighborhood-based assignment system, and middle and high school student assignment is governed by choice and capacity. The schools that would serve the amendment site can accommodate the increase in student population. The addition of residents will result in a less than significant impact on public services.

The site immediately to the north has an approved General Plan amendment for high-density housing and a floating park site. This park site will be established at the time a housing development is proposed for this site. If conversion to residential uses occurs on the subject site the Parks Department and the Parks Commission asks that in-lieu fees be paid and used to supplement development of a park on the adjacent site to the north, or requests a land dedication to expand the planned floating park.

I. Public Benefit: Does the proposed conversion offer or facilitate a unique and significant public benefit (e.g., the delivery of or significant contribution toward public facilities, public improvements, infrastructure, or affordable housing beyond what would be required to serve the proposed development associated with the conversion)? Would the conversion result in improvements to a blighted area or contribute to the variety of housing types, including rental or ownership, in areas that have predominantly one or the other? Are there any other means to obtain this extraordinary public benefit without the conversion?

The proposed housing density range allows a variety of housing types and rental and ownership opportunities. Vertical mixed-use commercial uses in conjunction with residential uses are also allowed under this General Plan designation.

J. Adequacy of Fire/Police service levels: What are the anticipated service levels or other public safety performance measures to serve the proposed housing area?

As analyzed in the Environmental Impact Report (EIR), future residential development is anticipated to increase the need for police and fire protection services in the project area.

However, it is not anticipated that any new or expanded police or fire department facilities will be required to serve the proposed amendment.

K. Utilization of bicycle and pedestrian facilities, and promote pedestrian access: Where are the nearest existing and planned bicycle and pedestrian facilities? How does the proposed residential/mixed use development support nearby jobs and commercial lands by promoting pedestrian access and minimizing vehicle trips?

Sidewalks are provided on both Curtner and Canoas Garden Avenue and provide pedestrian access to the neighborhood retail centers at the northeast corner of Curtner and Canoas Garden and at the southeast corner of Curtner and Almaden Expressway (approximately 0.5 mile away). There are bike lanes on Curtner Avenue and 7th Street. A multi-use path is located on the east side of Highway 87 between Capitol Expressway and Willow Street. The proposed amendment would not substantially affect the utilization of bicycle and pedestrian facilities.

L. Potential environmental impacts and mitigation measures, including adequacy of other public infrastructure:

Hydrology. The project site is located within the 100-year floodplain. Development on the site could result in exposure of persons or property to impacts from flooding. When development is proposed for this site, the site design would be evaluated for its potential to increase localized flooding or drainage problems, and to ensure that the site design includes protection of all habitable spaces from the 100-year flood, in conformance with the City's Flood Hazard Ordinance. Conformance with the General Plan policies and Programmed Mitigation Measures identified in the EIR would reduce hydrology impacts to a less than significant level.

Noise. Highway 87 forms the easterly boundary of the subject site. The noise environment at this site results primarily from vehicular traffic. Noise generated by aircraft on approach to San Jose International Airport is also audible at times above the ambient noise environment generated by vehicular traffic. The site is subject to vehicular traffic noise up to 75 L_{dn}. The noise exposure on this site exceeds City and State thresholds. Future residential development will be required to prepare a noise analysis that demonstrates that the proposed project design can provide interior noise levels consistent with City policies and state law. The EIR concludes that conformance with the identified General Plan policies and Program Mitigation Measures would reduce noise impacts to a less than significant level.

Other environmental impacts are discussed further in the section titled "Environmental Review."

M. Potential fiscal impacts: What is the potential fiscal impact on City revenue and service costs?

The increase in population resulting from the proposed General Plan amendment will cause an incremental increase in demand on public utilities and services, and a corresponding fiscal impact on City revenue and service costs. Collectively with other proposed amendments in HOS III, implementation of the proposed amendment will have a significant cumulative impact.

ENVIRONMENTAL REVIEW

The Housing Opportunities Study Phase III Environmental Impact Report (EIR) was prepared in conformance with the California Environmental Quality Act (CEQA). The EIR provides program level environmental review appropriate for the adoption of amendments to the San Jose 2020 General Plan. The EIR analyzed impacts and proposed mitigation measures, where possible, for the following items:

- | | | |
|---------------------|-----------------------|------------------|
| ▪ Land Use | ▪ Cultural Resources | ▪ Vegetation And |
| ▪ Transportation | ▪ Hydrology | Wildlife |
| ▪ Air Quality | ▪ Public Services And | |
| ▪ Noise | Facilities | |
| ▪ Geology And Soils | ▪ Hazardous Materials | |

The EIR identified four cumulative significant impacts including transportation, air quality, public services and facilities and jobs/housing imbalance for the HOS III sites.

The Housing Opportunities Study Phase III Environmental Impact Report scoping meeting was held on January 21, 2004. The Notice of Availability of Draft Environmental Impact Report (EIR) and Public Comment Period was published in the San Jose Mercury News on August 13, 2004.

PUBLIC OUTREACH

The property owners and occupants within a 1,000-foot radius were sent a newsletter regarding the two community meetings that were held on October 6 and 7, 2004. They also received a notice of the public hearings to be held on the subject amendment before the Planning Commission on November 17, 2004 and City Council on December 7, 2004. The Department web site contains information regarding the General Plan process, amendments, staff reports, and hearing schedules. This web site is available to any member of the public and contains the most current information regarding the status of the amendments. Additionally, as mentioned above in the Environmental Review section of this staff report, staff hosted an EIR scoping meeting on January 21, 2004, and a community organization roundtable discussion on March 30, 2004. Invitees included interested citizens and neighborhood organization leaders and contact people.

At the community meetings on October 6 and 7, 2004, staff received comments on the proposed General Plan amendment. The comments are summarized as follows:

1. A member of the public had concerns about the increased traffic on Highway 87 and the design and density of the residential development. He questioned how many of the future residents will take the light rail. He also had concerns of the design of high-density housing.

Staff responded that the City's General Plan assumes population growth. In order to accommodate the growth in a responsible way, the City applies Smart Growth principles. HOS is one of the approaches that apply the Smart Growth principles. This study identifies infill sites. Residential developments at infill sites that are close to transit services have the potential of minimizing traffic impacts from the development and taking advantage of the existing and planned transit services.

Staff also indicated that the design of the future development on this site should be consistent with the City's Residential Design Guidelines.

2. A member of the public believed that the issues are different from the ones when HOS was first started. He thinks staff is rushing to conclusions.

Staff agreed that it is true the issues are different. Planning staff worked with the Office of Economic Development to evaluate the candidate HOS sites, taking into consideration the current planning issues. Out of the 13 candidate HOS III sites, staff only recommended 5 for residential development as a result of the evaluation. After analysis, staff concluded that the subject site is appropriate for the conversion from Light Industrial with Mixed Industrial Overlay to High Density Residential (25-50 DU/AC) designation for the reasons stated in this staff report.

3. There was a suggestion of proposing mobile homes at the subject site.

Staff responded that mobile homes are allowed under the High Density Residential (25-50 DU/AC) designation.

Attachments

GP03-06-01

